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Edward M. Bogue  
155 Amston Road  
Colchester, CT 06415  
Phone (860) 537-2117  
Fax (850)657-3860

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Ruth Han, Examiner  
United States Patent and Trademark Office  
Art Unit 3616  
P.O. Box 1450  
Alexandria, VA 22313-1450

RE: Application No. 10/<sup>750,306</sup>~~802,328~~

Dear Ms. Han:

This document is in response to the office action dated 12/15/05. Species 1 – figures 1A, 1B, 1C, 2A, 2B are chosen in order to comply with the requirement under 35 U.S.C. 121 to elect a single disclosed species of the invention for prosecution.

The following is a listing of claims applicable to the chosen species.

1. A vehicle suspension system capable of providing:
  - a) means for a dynamic weight jacking with said weight jacking being controlled by steering angle, and
  - b) whereby an incremental clockwise rotation of the steering wheel will cause said weight jacking to incrementally but not necessarily linearly increase weight on the right front tire and left rear tire, and decrease weight on the left front tire and right rear tire, and
  - c) whereby an incremental counterclockwise rotation of the steering wheel will cause said weight jacking to incrementally but not necessarily linearly increase weight on the left front tire and right rear tire, and decrease weight on the right front tire and left rear tire.
2. The suspension in claim 1 whereby the means of weight jacking the vehicle is accomplished by changing the geometry of an anti-swaybar.

3. The suspension in claim 2 whereby the change in geometry of said anti-swaybar is controlled by a mechanical linkage.
4. The suspension in claim 3 whereby said mechanical linkage connects a steering member or suspension member which moves with movement of the steering to a rocker assembly. Said rocker assembly is then connected to said anti-swaybar or a droplink for said anti-swaybar.
9. The suspension in claim 1 whereby said means of weight jacking the vehicle allows variable adjustment for the amount of weight jacking for a given change in steering angle.
12. The suspension in claim 1 whereby the means of changing said dynamic weight jacking is implemented through mechanical means.
16. A vehicle suspension assembly capable of:
  - a) transmitting force applied at a steering wheel to a change in vertical load at a wheel, and
  - b) whereby an incremental clockwise rotation of said steering wheel will cause said change in vertical load to incrementally but not necessarily linearly increase vertical load on the right front tire and left rear tire, and decrease vertical load on the left front tire and right rear tire, and
  - c) whereby an incremental counterclockwise rotation of said steering wheel will cause said change in vertical load to incrementally but not necessarily linearly increase on the weight weight left front tire and right rear tire, and decrease weight on the right front tire and left rear tire.
17. The suspension in claim 16 whereby the means of said change in vertical load is implemented through mechanical means.

My understanding is the claims not listed above may be considered if any of the related generic claims are allowed. Please contact me if any more elections/ information is needed in response to the office action.

Edward M Bogue

